

# **AFS-600**

## *Regulatory Support Division*

# **DESIGNEE UPDATE**

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A quarterly publication designed to serve the  
Examiner, Designee, and Instructor Community

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### **ANOTHER RETIREMENT**

Jack A. Milavic, an instructor with the Pilot Examiner Standardization Team for over 20 years, has retired from the FAA, but not from the Government. Jack will be working with the US Department of State, Bureau of International Narcotics and Law Enforcement Affairs, located at Patrick AFB, Florida.

Jack is assigned to the Aviation Division. His position involves extensive travel exercising oversight in international narcotics and law enforcement activities.

The Team wishes him good luck, and "Frito", says "it's been great my friend".

### **PRICE CHANGE**

Starting October 1, 1999, the fee for all Pilot Examiner seminars will increase from \$60.00 to \$65.00 per day.

### **REMOVING "CENTER THRUST"**

Effective 04/14/99, Flight Standards Handbook Bulletin, for General Aviation, Number HBGA 99-07A (AMENDED), provides guidance and establishes the tasks required for aviation safety inspectors (ASI) and designated pilot examiners (DPE) when removing the "Limited to Center Thrust" Limitation from the Airplane Multiengine Land Rating.

The Center Thrust limitation for the airplane multiengine land rating is issued to Private, Commercial, and Airline Transport Pilot Certificate applicants who complete the practical test for the airplane multiengine rating in an aircraft that does **NOT** have a manufacturer's published minimum control speed with the critical engine inoperative (Vmc). This bulletin is available on AFS-600's web site.

<http://www.mmac.jccbi.gov/afs/afs600>

### **NEW EXAMINER QUALIFICATIONS**

Flight Standards Handbook Bulletin for General Aviation, number HBGA 99-03, effective 03/17/99, provides revised information concerning changes to Federal Aviation Administration's (FAA) directives on certain prerequisite eligibility qualifications when applying for a designated pilot examiner position.

This eleven page document contains changes in eligibility qualification language and flight time requirements for pilot examiner candidates.

### **PENDING IS "OK"**

The April issue of the Designee Update included an article addressing the use of the word "PENDING" on a

temporary airmen certificate in lieu of a social security number. This subject generated a tremendous number of phone calls.

After considerable review of the back side of FAA Form 8060-4, number XIV, CONDITIONS OF ISSUE, AFS-340 has issued a letter to the FSDO community stating that the word "PENDING", can now be used in lieu of a certificate number for the purpose of meeting the requirements of 14 CFR Sections 43.9 and 43.11 and exercising the privileges of a mechanic, until such time as a permanent certificate is issued or the interim certificate otherwise becomes void.

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### NO 30 DAY WAITING PERIOD

14 CFR Part 61 revision effective August 4, 1997 did, in fact, delete the requirements for a 30 day wait between test applications. Some applicants are still being informed that they must wait 30 days for a retest.

The truth is that an applicant could return for a test on the same day, the next day, and the day after that, as long as 14 CFR section 61.49 requirements are met.

Before applying for a retest, necessary training must be received from an authorized CFI and an endorsement to that effect must be made in the logbook or training record. Additionally, the instructor must sign the appropriate line on the airman application.

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### HOW TO OBTAIN CHANGES TO PTS'S

Most changes to the Practical Test Standards are **not** available from the Superintendent of Documents. When changes occur, they are given to FedWorld, and if you follow these instructions, you will find it relatively simple to obtain any or all changes to the Practical Test Standards. You may access AFS-600's Web Site via the Internet using this address:

<http://www.mmac.jccbi.gov/afs/afs600>

Once you are on the main page, scroll down until you get to the "Quick Jump" selection. You will have six options. Select ***Publications: Training, Testing and Technical***. The next page will give you ten options. The two we are concerned with are ***Practical Test Standards (Printable)*** and ***Summary of Practical Test Standard Changes***. Click on either globe and you will be taken to the list of Practical Test Standards.

Lets talk about the difference between the two selections. The ***Practical Test Standards (Printable)*** selection will

take you to the actual PTS which includes all changes. The ***Summary of Practical Test Standard Changes*** will only take you to a summarization of the changes to a selected PTS. To see the actual changes, you must go to the ***(Printable)*** version of the specific PTS where changes are identified by a vertical black line in the margin.

If you wish to print only specific pages, note that the electronic page numbering does not always match the page numbers of the document. For example, you desire to obtain page 15 of the Instrument PTS. Page 15 is actually page 21 in the electronic page numbering. So, to print page 15 of the Instrument PTS, you will need to select page 21 of the computer listing.

Hopefully this will assist you in obtaining the most current version or updated changes to the Practical Test Standards.

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### AC 61-65D CERTIFICATION: PILOTS AND FLIGHT AND GROUND INSTRUCTORS

The **DRAFT** version of this Advisory Circular is in its final review and should be going to print soon. This is a 22 page Advisory Circular (AC), and will replace the old AC 61-65C.

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### CFI RENEWAL

It is now possible to renew your Flight Instructor Certificate by participating in an Internet approved Flight Instructor Refresher Clinic (FIRC).

We must advise you that unless the Internet FIRC Sponsor/Provider holds an Airman Certification Representative (ACR), the attending CFI must personally present a properly completed FAA Form 8710-1, an unexpired flight instructor certificate, and the FIRC Graduation Certificate issued within the preceding (3) calendar months to the FSDO.

There is one possible circumstance in which an exception may need to be made, as in the case of an overseas applicant who enrolls in an Internet course. In such case, upon enrollment, the applicant will be required to provide a "notarized identity" or other acceptable identity verification, such as one certified by the foreign Government involved. Upon acceptable completion of the FIRC, the attendee's properly completed FAA Form 8710-1, the unexpired flight instructor certificate and the FIRC Graduation Certificate can either be mailed or hand-carried to a FSDO by the Internet FIRC Sponsor/Provider for issuance of the temporary certificate.

Should the Internet FIRC Sponsor/Provider be issued an ACR designation, the ACR would then complete the CFI renewal file and mail it to the FSDO for review, after which it would then be mailed to Airman Certification, Oklahoma City, OK.

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### **PILOT EXAMINER SEMINARS**

July 14-15 Indianapolis, IN / Cincinnati, OH @  
Indianapolis, IN.

July 14-15 Chicago, IL/South Bend, IN @  
Chicago, IL.

July 21-22 Boston, MA @ Bedford, MA.

August 9-10 Teterboro, NJ

August 12-13 Farmingdale, NY

August 16-20 Oklahoma City, OK (Initial)

August 25-26 Fargo, ND @  
Grand Forks, ND.

August 25-26 Springfield, IL

September 15-16 Charleston, WV.

September 15-16 Grand Rapids, MI.

October 4-8 Oklahoma City, OK (Initial)

October 19-20 Wichita, KS

October 20-21 San Juan, PR

October 27-28 Helena, MT

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### **KEEP IT POSITIVE**

Several weeks prior to a pilot examiner recurrent seminar, it is not uncommon for the District Office to request that we keep the seminar positive and avoid talking about the “negative stuff.” Unfortunately, we can’t always honor such a request.

Most errors made by examiners fall in the “paperwork” category which is generally an oversight on the part of the examiner. More serious examples would include misinterpretation of a regulation, policy, or handbook guidance. In most cases, these errors are unintentional.

Situations that have led to accidents, injuries or fatalities are almost guaranteed to be a topic of discussion during the seminars. The purpose of the examiner team is to bring these situations to the attention of all examiners in an effort to avoid similar situations in the future.

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### **RENEW ANYTIME**

We are still receiving calls from flight instructors informing us that some inspectors are telling them they cannot renew their flight instructor certificate anytime they wish. We don’t know where the misunderstanding comes from, but it is still permitted under the new 14 CFR Part 61. Read section 61.197 (b)(1).

If you wish, you can renew as much as 3 calendar months early, and still keep your original expiration month if you meet section 61.197 (a)(2)iii.

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### **SECRET DOCUMENT**

Contrary to popular belief, the acronym “**PTS**”, does not stand for **Pilot Training Syllabus**; however, that comes close to accurately describing how the **Practical Test Standards** are used by instructors. Pilot training should be broader than just those areas reflected in the PTS.

Another situation that has existed for quite some time is that many pilots in training for a certificate or rating confess they never saw the PTS either before or during their training, and the instructor may or may not have mentioned it. Only later, and to their surprise, did they learn that the PTS was the copy of the test! Who in their right mind wouldn’t want a copy of their test to study in advance?

Flight instructors should introduce their students to the PTS being used. Allowable tolerances should be discussed during training sessions, i.e., plus or minus 5 degrees, 100 feet, and 10 knots, etc. Students should be encouraged to stay within the allowable tolerances, or better yet, strive for zero tolerance. With proper instruction and conscientious practice, the allowable tolerances should be more than adequate to cover checkitis.

Instructors should know they can obtain any PTS (including changes) free of charge on the internet for themselves and their students. Why keep these very important documents a**SECRET**?

**All** flight instructors receive this newsletter. Please pass this internet address on to your students or jot it down for future use. The address for the AFS-600 Web Site is as follows:

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<http://www.mmac.jccbi.gov/afs/afs600>

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